Consortium for Delhi and GVK Consortium for Mumbai airports are required to absorb 60% of the employees working at the airports as on the effective date of transaction. Those employees, who do not opt for the employment with the JVCs will continue to remain as employees of AAI till their superannuation or otherwise.

Implementation of Airports Modernisation Programme

190. SHRI S.S. AHLUWALIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the decision to carry out modernisation and expansion of the civilian airports in Delhi and Mumbai have been finalised;

(b) the details of the existing operational capacity *viz.*, flight handling, quality standard of passenger amenities etc. in these two airports;

(c) the details of the augmentation/improvement envisaged in the proposed modernisation and time-schedule thereof;

(d) the steps taken so far towards implementation of the decision since inception, in chronological order; and

(e) the details of the agencies entrusted with the task of its implementation, including their credentials and salient terms of agreement between Government and the respective parties pertaining thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. The Government of India (GOI) has decided to restructure and modernise the Delhi and Mumbai airports through joint venture route by public private participation. Based on the process initiated in February, 2004, the GOI has selected GMR Consortium as the successful bidder for Delhi airport and GVK Consortium as the successful bidder for Mumbai airport.

(b) Delhi and Mumbai are the two major gateway airports and handle about 57% of the passenger traffic. During the year 2004-05 Mumbai and Delhi airports handle approximately 153000 and 122000 aircraft movements respectively.

(c) Some of the important mandatory projects to be completed within two years and by the year 2010 are:—

Delhi Airport– New parallel runway, Initial parallel taxiways, pair of cross link taxiways, international/domestic terminal development, new car park, new landside road to international/domestic complex.

Mumbai Airport—New high speed exit taxiways, international cargo terminal, domestic apron expansion, new domestic terminal and new domestic terminal car park.

(d) Steps taken towards implementation of decision are as follows:—

(i) Cabinet decision 11.9.2003 (ii) Constitution of Empowered Group of Ministers (EGOM) 11.9.2003 (iii) Constitution of Inter-Ministerial Group (IMG) to assist EGOM-October, 2003 (iv) Amendment to AAI Act— 1.7.2004 (v) Appointment of Financial Consultant— April, 2004 (vi) Appointment of Global Technical Advisor and Legal Consultants— 25.6.2004 (vii) Receipt of Expressions of Interests— 20.7.2004 (viii) Issuance of RFP documents — 1.4.2005 (ix) Issuance of Transaction documents— 30.8.2005 (x) Receipt of Technical and Financial Bids— 14.9.2005 (xi) Opening of Financial Bids — 31.1.2006 (xii) Order issued on selection of successful bidders for Delhi and Mumbai airports— 4.2.2006.

(e) The following are the details of the bidders, who have been declared successful for awarding the contracts relating to the restructuring of Delhi and Mumbai airports.

Delhi Airport

1. GMR Infrastructure Limited 2. GMR Energy Limited 3. GVL Investments Pvt. Limited 4. Fraport AG Airport Services Worldwide 5. Malaysia Airports (Niaga) Sdn. Berhad 6. India Development Fund.

Mumbai Airport

1. GVK Industries Limited 2. Airports Company South Africa 3. The Bidvest Group Limited.

The credentials of the above parties have been given in the bid documents as per the RFP documents.